FE81
WIRE DRAG

Diagram No. 1000-3

NOAA FORM 76-35A

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE

DESCRIPTIVE REPORT

Type of Survey ... Wire Drag

Field No. ... PBS-4249-WD

Registery No. ... FE-81WD

LOCALITY

State ... Virginia

General Locality ... Atlantic Ocean

Sublocality ... Vicinity of Winter Quarter Shoal

1949

CHIEF OF PARTY
G.R. Fish

LIBRARY & ARCHIVES

DATE ... May 1, 1950

☆U.S. GOV. PRINTING OFFICE: 1985—566-054

NOTE: A new system for registering Field Examinations (FE's) was established in 1980. All FE's are now consecutively numbered as shown hereon. The date shown in the new format is the actual date of survey. This material was previously registered.F.E. No.7 1949WD

FE81
WIRE DRAG

FE No. 7 1949

WIRE DRAG

cut up smooth sheet filed in report

Diag. Cht. No. 1000-3

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey WIRE DRAG

Field No. PBS-4249-WD Office No. F.E.-No.7(1949) W.D.

LOCALITY

State ~~MARYLAND~~ VIRGINIA

General locality ATLANTIC OCEAN

Locality VICINITY OF WINTER QUARTER SHOAL

194 9

CHIEF OF PARTY

G.R.FISH

LIBRARY & ARCHIVES

DATE 1 MAY 1950

B-1870-1 (1)

FE No. 7 1949 WIRE DRAG

Form 537
(Ed. June 1946)

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

HYDROGRAPHIC TITLE SHEET

The Hydrographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

REGISTER No. * F.E.-No.7(1949) W.D.

Field No. PBS-4249 WD

State ~~MARYLAND~~ VIRGINIA

General locality ATLANTIC OCEAN

Locality VICINITY WINTER QUARTER SHOAL

Scale 1:40,000 Date of survey 6 to 13 June 1949

Instructions dated 5 March 1948 & 8 April 1949

Vessel PARKER, BOWEN & STIRNI

Chief of party G.R. FISH

Surveyed by " " "

Soundings taken by ~~fathometer~~, graphic recorder, hand lead, ~~wire~~

Fathograms scaled by Field

Fathograms checked by "

Protracted by Stanley M. Tarkenton

Soundings penciled by " " "

Soundings in ~~fathoms~~ feet at MLW ~~MLLW~~

REMARKS: * In accordance with The Director's letter dated 10 Oct. 1949, 22-sro, D-1-SE, this Survey is treated as a field examination.

U. S. GOVERNMENT PRINTING OFFICE 777032

DESCRIPTIVE REPORT
TO ACCOMPANY

WIRE DRAG SURVEY FIELD SHEET NO. F.E. No. 7, 1949 PBS 4249 WD

SHIPS PARKER, BOWEN & STIRNI Lt. Comdr. G. R. Fish, Comdg.

AUTHORITY

This survey was executed in compliance with Supplemental Instructions for Project CS-326, dated 5 March 1948 and 8 April 1949.

DATE OF SURVEY

Wire drag operations were between 6 and 11 June 1949. Floating aids to navigation were located on 12 and 13 June 1949.

SCOPE

This survey was made in order to locate and determine the least depth over Items Nos. 9, 10 and 11 of Supplemental Instructions dated 8 April 1949.

CONTROL

Shoran distances from two shoran stations were used as control for all work on this sheet. Station TEA was on triangulation station Assateague Lighthouse (VA.) 1909, 1912, and station WAT was on triangulation station Water Tank (Md.) 1932, 1942. At station WAT the antenna was fastened to the walkway railing and moved as necessary. A point 5 meters east of the triangulation station is a good mean position for the antenna. The antenna at TEA was about 150 feet above sea level and the antenna at WAT was about 100 feet above sea level.

Before beginning field work the shoran sets were calibrated in Chesapeake Bay. Corrections have been applied to the observed readings to make the zero settings agree with the calibrated values.

SURVEY METHODS

Standard dual control methods were used. Azimuths to NEAR and FAR buoys were determined by azimuth circles on gyro repeaters mounted on top of the pilot houses.

Standard 100 foot lengths of ground wire were used for the towline and the distance from the shoran mast to the end of the bridle was added to determine the total length of the towline. The distance from the shoran mast to the end of the bridle was about 60 feet. The following entries were made for length of towline:

Length of Ground Wire Used in Feet	Length of Towline Entered in Meters
300	120
400	150
500	180
600	210
700	240
800	270

Tests for lift were made by the Tender using a graduated lead-filled pipe, 3/4" x 10 feet long, attached to a graduated airplane cord. This line was attached to a small buoy reel mounted on a small float. The pipe was coated with a mixture of white lead and oil to accurately determine the point of contact with the ground wire. Tests for lift were taken as soon as the drag was towing smoothly and repeated as thought necessary to take care of changing conditions.

Due to the height of the freeboard on the tender it was not feasible to reset the uprights after the drag was in the water. Due to this factor it was some times necessary to tow the drag along the bottom in the shoaler water in order to have sufficient depth of drag in the deeper water. Very little trouble was had when the ends of the drag were aground but it is difficult to tow the middle to the drag up more than a moderate slope.

The Ship PARKER was used as the guide vessel, the Ship BOWEN as the end vessel, and the Ship STIRNI as the tender.

FIELD OPERATIONS

Wreck No. 603 (Item No. 10) is disintegrating with the boiler appearing to be the main obstruction remaining at the scene of the original wreck. A lead line sounding which reduces to 5.5 feet was obtained on top of what appeared to be the remains of the boiler. The wreck was not cleared by wire drag.

The first wire drag strip to locate Wreck No. 603 was made from the shoal water southeast of the wreck due to the direction of current. This drag hung on the bottom on what appeared to be pieces of old wreckage. In clearing this hang other hangs developed until there were a total of three hangs southeast of the 5.5 foot sounding on the wreck proper. It is believed that these are all part of the original wreck and are of no value for charting purposes as they rise only a foot or two above the bottom and are considerably deeper than the principal wreck.

Fisherman contacted in the vicinity of Winter Quarter Shoal stated that there was wreckage about 3/4 mile northwest of Wreck No. 603 in about 7½ fathoms of water with about 42 feet over the wreck. Small cork floats had been planted in the vicinity. This wreckage was located in latitude 37°- ~~10~~ 38' + ~~1080~~ 1816 meters, longitude 75°- 10' + ~~40~~ 60 meters. A piece of old wood was brought up by the ground wire. The wreckage appears to be at least two hundred feet long in a north-south direction and is about 7 feet high.

When dragging for the preceding wreckage a second hang was made in latitude 37° - 58' + ~~1456~~ 1444 meters, longitude 75° - 09' + ~~1092~~ 1136 meters, at a depth of 45 feet in 46 feet of water. This was cleared to 40 feet by the same drag strip as for the wreckage in the preceding paragraph. An attempt was made to clear this wreckage at a greater depth but due to current and shoran trouble the ground wire may have been past the wreckage before full tension was applied. This drag was afloat for several minutes at the beginning of the line but grounded thereafter. Due to the minor nature of the wreckage and the much shoaler water immediately to the east it was considered inadvisable to waste time on a second attempt to clear the wreckage at a greater depth.

on slope - unimportant 42 ft plotted 40 ft close by on hydro. overlay

When setting out the third drag strip for Wreck No. 254 the end launch had shoran trouble after the drag was in the water. The drag was set out well outside the one-mile circle around the wreck and some tension was kept on the drag as it was carried along by the current. At the beginning of the actual drag line the drag was inside the one-mile circle but it is felt that the area has been adequately covered. Local fishermen have looked for this wreck without success.

Dragged areas shown - but effective depths omitted on some strips - grounding on bottom

A small amount of reconnaissance hydrography was done in the vicinity of Wrecks Nos. 254 and 603 to assist in setting the drag. This hydrography is recorded in a sounding volume and is being submitted with this sheet.

See overlay

RECORDS

Drag settings were based on predicted tides for Sandy Hook, New York, corrected for time and height as applied to the area. Actual tides used in the completion of the smooth records were based on the tides from Sandy Hook and Lewes, Delaware, and were furnished this party by the Washington office. All references to effective depths, unless otherwise specified, are those indicated in the record books.

Tide reducers and lifts have been entered to the nearest 0.5 foot and checked. Drag strip diagrams showing the effective depth in integral feet have been drawn and checked in the record books.

All corrections have been entered in the record books for the reconnaissance hydrography. The tides are from the same sources as for the wire drag items adjacent to the hydrography. Bar check correction curves are posted in the sounding volumes.

TIDES

Tide gages were not maintained by this party. Tides from the Sandy Hook, New York, and Lewes, Delaware, tidegages were furnished by the Washington office and used to process the records.

OBSTRUCTIONS, CLEARANCES, DISCREPANCIES, ETC.

Special reports for each wreck were submitted to the Director during the progress of this survey and copies of these reports were forwarded to the Supervisor, Southeastern District. Copies of these reports are attached hereto and become a part of this report. An obstruction data sheet showing the minimum hang and maximum clearance and based on the final corrections is included in this report and these values take precedence over the values listed in the special reports.

LOCATION OF FLOATING AIDS TO NAVIGATION

Floating aids to navigation within the area covered by this sheet and on the outside coast were located during the progress of field work. The positions were submitted to the Director and copies were forwarded to the Supervisor, Southeastern District. Copies of these letters are attached hereto and become a part of this report.

RECOMMENDATIONS

It is recommended that work on the three wrecks covered by this report be classified as completed.

G. R. Fish
Lt. Comdr., USC&GS
Comdg. Ships PARKER, BOWEN & STIRNI

OBSTRUCTION DATA SHEET

	LOCATION	GENERAL DEPTH FEET	MINIMUM HANG FEET	POSITION NUMBER	MAXIMUM CLEARANCE FEET	POSITION NUMBER	CHARACTER OF OBSTRUCTION	REMARKS
1.	Lat. 37°- 57' + ~~330~~ 350 meters Long. 75 - 06 + ~~520~~ 488 meters	58	42 41*	20 - 25B 13 - 19 B	39 39 40	1A - 9A 31 - 38B 26 - 30B	Wreck No. 255	See special report dated 6/17/49
2.	Lat. 37 - 59.5 Long. 75 - 11.5	26-60**	--	---	47-48 42-46 28-30	12 - 24E 25 - 46E 47 - 64E	Wreck No. 254	ditto No evidence of wreck
3.	Lat. 37 - 58 + ~~440~~ 408 meters Long. 75 - 08 + ~~1244~~ 1276 meters	22	5½ ft sdg	12c	None ~~5.5***~~	See P. 53 Vol. I	Wreck No. 603	Sounding on boiler ditto
4.	Lat. 37 - ~~58~~ 57 + ~~96~~ 1837 meters Long. 75 - 08 + 912 meters	16	14	7D	12	9 - 17D	Part of Wreck No. 603	ditto
5.	Lat. 37 - 58 + 292 meters Long. 75 - 08 + ~~788~~ 754 meters	15-17	15ft sdg (1)	5C	~~15~~ 14	~~13 - 17C~~ 1 - 7D	ditto	ditto
6.	Lat. 37 - 58 + ~~39~~ 68 meters Long. 75 - 08 + 1060 meters	16	15	17C	12	9 - 17D	ditto	ditto
7.	Lat. 37 - 58 + ~~1080~~ 1016 meters Long. 75 - 10 + ~~40~~ 68 meters	48	41	34D	40	1 - 3.8E	Wreckage	ditto
8.	Lat. 37 - 58 + ~~1456~~ 1444 meters Long. 75 - 09 + ~~1092~~ 1136 meters	46	42 ft sdg 45	25D	40	1 -7E	Wreckage	ditto

No importance see depths on hydro. overlay

No importance - See depths on hydro. overlay

* Hung and pulled clear when tension was released
** See reconnaissance hydrography
*** Hand lead sounding
(1) Drag hung on bottom - depth of water in vicinity of hang 17' - drag set to ~~an effective~~ depth of 18'

STATISTICS FOR SHEET NO._____(PBS-4249, WD)
Ships PARKER, BOWEN & STIRNI (Project CS-326)

Date 1949	Day Letter	Stat. Miles Drag	Number Positions	No. H.L. Soundings	No. Fath. Soundings
6 June	A	1.9	14		2
7 June	B	2.3	46	2	3
9 June	C	1.7	28	4	6
10 June	D	2.4	34		7
11 June	E	9.1	64		3
12 June	F	Buoy Location Only			
13 June	G	ditto		2	6
	Totals	17.4	186	8	27

Total Area dragged 8.5 square statute miles

RECONNAISSANCE HYDROGRAPHY

Date 1949	Day Letter	Stat. Miles Sounding Lines	Number Positions	No. H.L. Soundings
		Ship PARKER		
8 June	A	10.0	30	
10 June	B	18.7	44	
	Totals	28.7	74	
		Ship BOWEN		
7 June	A	5.3	17	1
10 June	B	10.3	17	
	Totals	15.6	34	1
	Total for Sheet	44.3	108	1

Total area surveyed 9.9 square statute miles

418 Post Office Building, Norfolk, Va.

17 June 1949

To: The Director
U. S. Coast & Geodetic Survey
Washington 25, D. C.

Subject: Special Report on Wreck No. 255
(DAVID H. ATWATER)

This wreck is Item No. 9 of Supplemental Instructions dated 8 April 1949.

Location of Wreck of DAVID H. ATWATER.

Lat. 37° - 57.18'
Long. 75 - 06.33

Location of N Buoy "6C" which is NW of the wreck.

Lat. 37° - 57.25'
Long. 75 - 06.42

Deleted H.O. Notice No. 48, 1949

A drag set to an effective depth of ~~43~~ 42 feet hung the wreck.

A drag set to an effective depth of ~~42.0~~ 41 feet hung and cleared the wreck.

A drag set to an effective depth of ~~40.5~~ 39 and 40.0 feet cleared the wreck when towed north and then south over the wreckage.

Depths are based on ~~predicted~~ actual tides for the vicinity.

Recomended ~~charting~~ clearance depth 40 feet

L485(49)
By 1

G. R. Fish
Lt. Comdr., USC&GS
Comdg. Ships PARKER, BOWEN, STIRNI

cc: Supervisor, SE District

FLOATING AIDS TO NAVIGATION

LIGHT LIST	LAT.	MET.	LONG.	MET.	DEPTH	POS. NO.	DATE
LITTLE GULL BANK BUOY	38-16	1825	75-04	656	23½	9g	6/13/49
GREAT GULL BANK LIGHTED WHISTLE BUOY 4	38-16	911	75-00	738	47	7g	6/13/49
STATION BUOY	38-16	904	75-00	870	43	8g	6/13/49
SUGAR POINT LIGHTED BELL BUOY 3	38-03	1323	75-03	1223	37½	1g	6/13/49
STATION BUOY	38-03	1298	75-03	1012	35	2g	6/13/49
SIX FATHOM LIGHTED BELL BUOY 4A	38-02	1407	75-10	1291	37	3g	6/13/49
WINTER QUARTER SHOAL LIGHTSHIP	37-54	1416	74-56	296	78	2f	6/12/49
STATION BUOY	37-55	857	74-56	330	65	1f	6/12/49
WINTER QUARTER SHOAL LIGHTED WHISTLE BUOY 6WQS	37-57	230	75-05	1256	-	2b	6/ 7/49
N-6 WQS	37-57	385	75-05	1168	65	3b	6/7 /49
WINTER QUARTER SHOAL BUOY WQS	37-58	~~32~~ 40	75-09	304	25½	1b	6/ 7/49 Superseded by C "5"
WINTER QUARTER SHOAL BUOY 6B	37-58	1528	75-05	1025	37½	4b	6/7/49
WINTER QUARTER SHOAL BUOY 6C	37-57	429	75-06	579	58	2a	6/6/49 Deleted on Chart H.O. Notice No 46, 1949
BLACKFISH BANK LIGHTED WHISTLE BUOY 8	37-50	1000	75-12	152	74	4g	6/13/49
STATION BUOY	~~37-50~~	1176	75-12	115	73	5g	6/13/49
BLACKFISH BANK BELL BUOY 8A	37-50	568	75-16	334	43	6g	6/13/49

418 Post Office Building, Norfolk, Virginia

17 June 1949

To:n The Director
U. S. Coast & Geodetic Survey
Washington 25, D. C.

Subject: Special Report on Wreck No. 254
(Tanker CHINA ARROW)

This wreck is Item No. 11 of supplemental Instructions dated 8 April 1949.

The area covered by a one mile circle around the reported position of the wreck is latitude 37 59' 30", longitude 75 11' 30", was covered by wire drag set to effective depths ranging from 29 feet to 47 feet depending on the depth of the water. All drag strips were cleared except where the drag was towed along the bottom. A somar search was made of the surrounding area with negative results.

The Special Report on wrecks made as a result of investigations by the U. S. C. G. GENTIAN states that a re-evaluation of survivors reports shows that the wreck might be beyond the 100 fathom curve. The wreck was not found by the GENTIAN.

It is recommended that the wreck symbol be removed from the chart. - Now deleted

Depths are based on predicted tides for the vicinity.

L485(49)
Pg 2

G. R. Fish
Lt. Comdr., USC&GS
Comdg. Ships PARKER, BOWEN, STIRNI

CG
cc: Supervisor, SE District

Bowen

418 Post Office Building, Norfolk, Virginia

17 June 1949

To: The Director
U. S. Coast & Geodetic Survey
Washington 25, D. C.

Subject: Special Report on Wreck No. 603 —— Superseded by attached obstruction sheet
(Barge BARNSTABLE)

This wreck is Item No. 10 of Supplemental Instructions dated 8 April 1949.

Local fishermen state that the wreck has disintegrated and that the boiler is about all that remains. A lead line dropped in the wreck came up covered with rust.

Location of the wreck of Barge BARNSTABLE
Lat. 37 58.23'
Long. 75 08.85'

A drag set to an effective depth of 16.5 feet hung the wreck. A lead line sounding of 6.0 feet was obtained on top of the wreck which was clearly visible. It was not cleared by wire drag.

The following pieces of wreckage were hung and cleared in the immediate vicinity.

Lat. 37 58.18'
Long. 75 08.53'

Hang at effective depth of 16.5 feet.
Clear at effective depth of 15.0 feet.
In 17.5 feet of water, fathometer sounding of 15.5 feet on grass covered wreckage.

Lat. 37 58.03'
Long 75 08.70'

Hang at effective depth of 14.5 feet.
Cleared at effective depth of 14.5 feet.
No evidence on fathometer; sand ridges on bottom which is a few feet below effective drag depth.

Pk 485(49)
Pg 344

Lat. 37° 58.05' ✓
Long.75° 08.59'

Hang at effective depth of 15.0 feet.
Clear at effective depth of 14.5 feet.
Ground wire close to bottome and appeared to be caught in wreckage when taking in wire.

Recommended charting depth 6 feet for main part of wreckage.

Local fishermen stated that another wreck lies to the northwest of the barge and small cork buoys had been planted near by to help keep the trawling nets out of the wreckage. The area was covered with wire drag and the following positions and clearances determined.

Lat. Lat. 37° 58.58'
Long. Long. 75° 10.04'

Hang at effective depth of 45.0 feet (no tests for lift were made due to hanging too soon after starting the line but an estimated lift of 2.0 feet was used).
Hang at effective depth of 41.0 feet but clear when Guide Vessel releases tension.
Clear at effective depth of 40.0 feet.

This wreckage appears to be two or three hundred feet long in a north-south direction and the ground wire was badly fouled when hung on the wreck. A piece of old wood was brought up on one toggle. The wreckage is in about 48 feet of water and shows on the fathometer. The bottom slopes up sharply east of the wreckage.

Recommended charting depth 40.0 feet.

Lat. 37° 58.80'
Long. 75° 09.72'

Hang at effective depth of 45.0 feet.
Clear at effective depth of 44.5 feet.

This may be a small piece of wreckage sticking up a few feet from the bottom. Strangely both the BOWEN and PARKER had stray fathometer soundings of about 30 feet in this vicinity which are disproved by wire drag. The fishermen also had the spot marked.

Recommedded charting depth 44 feet.

Depths are based on predicted tides for the vicinity.

G. R. Fish
Lt. Comdr., USC&GS
Comdg. Ships PARKER, BOWEN, STIRNI

cc: Supervisor, SE District

Ships, PARKER, BOWEN, STIRNI
418 Post Office Building
Norfolk, Virginia

20 June 1949

To: The Director
U. S. Coast & Geodetic Survey
Washington 25, D. C.

Subject: Floating Aids to Navigation - Project CS-326 — superseded by attached list of floating aids

The location of the floating aids to navigation as listed below have been determined by this party.

Name	Lat. & Long.	Date & Time 1949	Depth (not corrected for Tide)
Little Gull Bank Buoy (1st. Can)	38° - 16.99' 75 - 04.48	6-13-49 1715 PM	25.0'
Great Gull Bank Lighted Whistle Buoy "4"	38 - 16.49 75 - 00.50	6-13-49 1700 PM	47.0'
-ditto- Station Buoy	38 - 16.48 75 - 00.60	6-13-49 1703 PM	43.0'
Sugar Point Lighted Bell Buoy "3"	38 - 03.71 75 - 03.83	6-13-49 0823 AM	40.0'
-ditto- Station Buoy	38 - 03.70 75 - 03.70	6-13-49 0824 AM	38.0'
Six Fathom Lighted Buoy "4A"	38 - 02.78 75 - 10.90	6-13-49 1757 PM	39.0'
Winter Quarter Shoal Lightship	37 - 54.77 74 - 56.21	6-12-49 1030 AM	80.0'
-ditto- Station Buoy	37 - 55.47 74 - 56.22	6-12-49 1020 AM	67.0'
Winter Quarter Shoal Lighted Whistle Buoy "6WQS"	37 - 57.13 75 - 05.86	6-7-49 1355 PM	----

-ditto- Station Buoy	37 - 57.21 75 - 05.78	6-7-49 1359 PM	68.0'
Winter Quarter Shoal Buoy "WQS"	37 - 58.02 75 - 09.21	6-7-49 1530 PM	26.0'
Winter Quarter Shoal Buoy "6B"	37 - 58.84 75 - 05.70	6-7-49 1528 PM	42.0'
Winter Quarter Shoal Buoy "6C"	37 - 57.25 75 - 06.42	6-6-49 -----	----
* Ship Shoal Buoy	37 - 50.98 75 - 19.96	6-9-49 0725 AM	36.0'
* Turners Lump Buoy "2"	37 - 49.75 75 - 20.01	6-9-49 0729 AM	43.0'
Blackfish Bank Lighted Whistle Buoy "8"	37 - 50.55 75 - 12.10	6-13-49 1857 PM	77.0'
-ditto- Station Buoy	37 - 50.65 75 - 12.10	6-13-49 1856 PM	76.0'
Blackfish Bank Bell Buoy "8A"	37 - 50.32 75 - 16.20	6-13-49 1916 Pm	46.0'

* see addendum

G. R. Fish
Lt. Comdr., USC&GS
Ships, PARKER, BOWEN, STIRMI

cc: Supervisor SE District (2)

ADDENDUM
To Accompany

PBS-4249 WIRE DRAG

NAVIGATION BUOYS

The following navigation buoys ~~should be plotted on~~ are listed with FE. 6, 1949 ~~PBS-4149WD~~

TURNERS LUMP BUOY 2 Located in Vol. 1, pg. 10, Tender record.

SHIP SHOAL BUOY " " " 1, pg. 1, Guide Launch record.

HYDROGRAPHY

Reconnaissance hydrography, done by Ships Parker and Bowen on Winter Quarter Shoal, is being submitted on an overlay template (attached)

Respectfully submitted,

Hugh L. Proffitt
Cartographer

Norfolk, Va.
13 April 1950

Approved & forwarded:

Earl O. Heaton
Supervisor, S.E. District

RHC

Form 712
DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY
Rev. June 1937

TIDE NOTE FOR HYDROGRAPHIC SHEET

~~Division of Hydrography and Topography~~ 12 May 1950

Division of Charts: R. H. Carstens

Plane of reference approved in
6 volumes of sounding ~~records~~ and wire drag records for

FE No. 7 1949
~~HYDROGRAPHIC SHEET~~

Locality Winter Quarter Shoal, Virginia Coast

Chief of Party: G. R. Fish in 1949
Plane of reference is mean low water, reading
2.0 ft. on tide staff at Sandy Hook, New Jersey
9.3 ft. below B. M. 2 (1923)

2.0 ft. on tide staff at Lewes, Delaware.
13.3 ft. below B. M. 36 (1947)

Height of mean high water above plane of reference is as follows:

Sandy Hook = 4.6 feet
Lewes = 4.2 feet

Condition of records satisfactory except as noted below:

E. C. McKay
Chief, ~~Division~~ Section of Tides ~~and Currents.~~

U. S. GOVERNMENT PRINTING OFFICE 756675

Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. F.E.-No.7(1949) W.D.

Records accompanying survey:

Boat sheets .2...; sounding vols. 2....; wire drag vols. 4....;

bomb vols. .....; graphic recorder rolls 1 envel.....;

special reports, etc. 1 envel., drag strip tracings; 1 overlay, hydrography

.....

.....

The following statistics will be submitted with the cartographer's report on the sheet:

Number of positions on sheet		294
Number of positions checked		35
Number of positions revised		3
Number of soundings revised (refers to depth only)		.....
Number of soundings erroneously spaced		.....
Number of signals erroneously plotted or transferred		.....
Topographic details	Time	.....
Junctions	Time	.....
Verification of soundings from graphic record	Time	.....

Verification by J. W. Evans III ..... Total time 22 hrs. Date 18 Oct. 50

Reviewed by J. F. Jordan ..... Time 13 hrs. Date 17 Nov 50

M-2232-1

REVIEW OF FIELD EXAMINATION NO. 7, 1949

This field examination was made to investigate three sunken wrecks in the vicinity of Winter Quarter Shoal on Chart 1220.

Sonar was used in searching for the wrecks and then the areas were wire-dragged. Shoran was used for control. Two of the wrecks were found, and other wreckage reported by fishermen was found nearby. No evidence of Wreck No. 254 was found within a one-mile radius of the reported position.

The results of the wire-drag examination are tabulated on the obstruction data sheet in the Descriptive Report and plotted on the attached section of the smooth sheet. Hydrography is plotted on the attached overlay.

A comparison of H-5358 (1933) with the present hydrography reveals changes in bottom depths. Ridge depths of 32 to 40 feet are as much as 10 feet shoaler than the prior depths. One line across the northern part of Winter Quarter Shoal shows 19-ft. depths where H-5358 shows 11 to 12 feet.

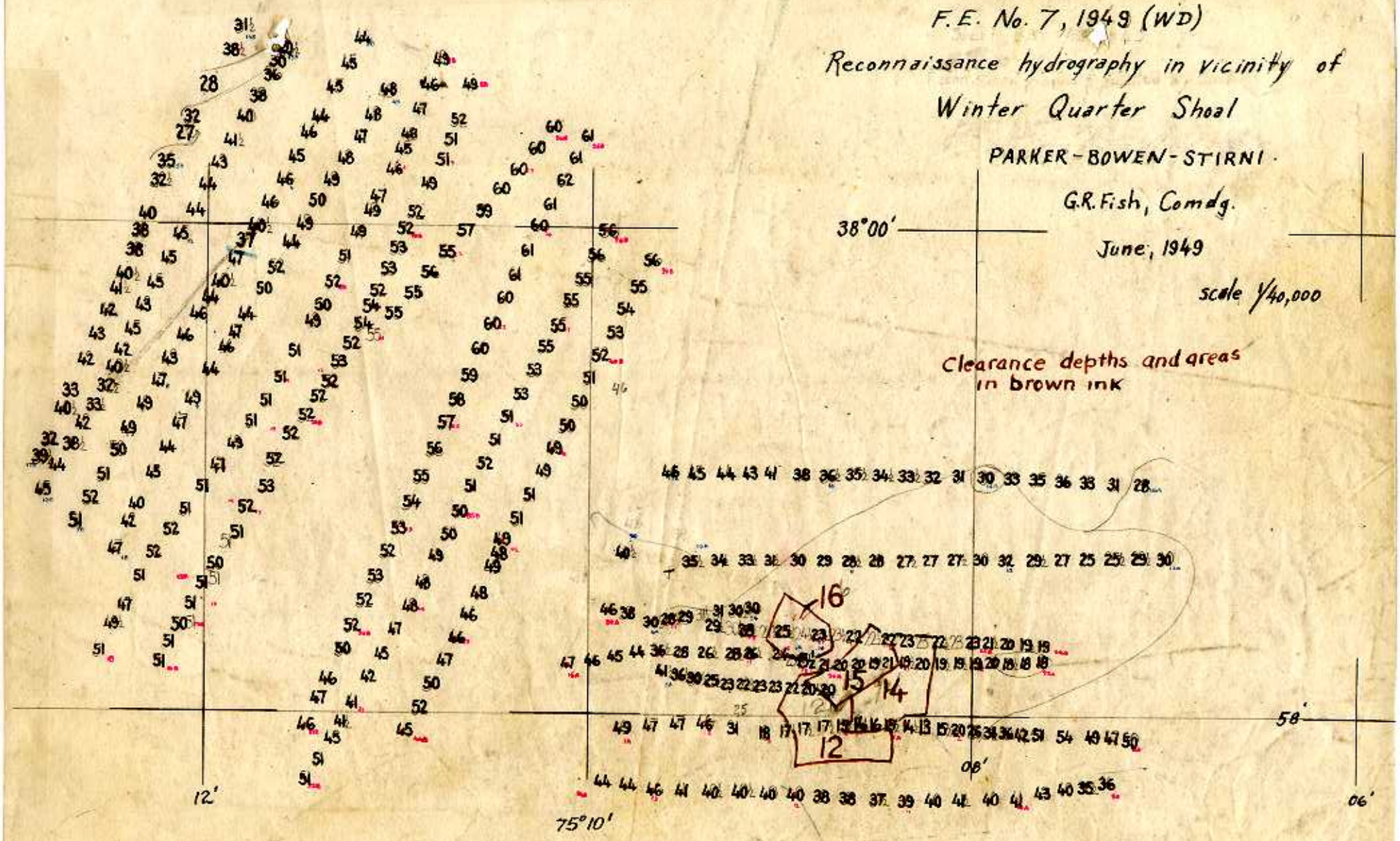
This examination was applied to Chart 1220 before verification. The current print (50-10/16) is in agreement with the verified work with the exception that the groundings cleared by 12 and 14 ft. in the vicinity of lat. 37° 58', long. 75° 08.7', were deleted from the smooth sheet. The groundings were in comparable bottom depths on Winter Quarter Shoal.

The floating aids to navigation positioned on the present examination and listed on the attached sheet are in adequate agreement with the charted aids. The survey position of the buoy in lat. 37° 58', long. 75° 09.2' is superseded by its new charted position originating with H.O. Notice to Mariners No. 48, 1949. According to the same notice the buoy in lat. 37° 57.25', long. 75° 06.4' was removed.

The Descriptive Report and attached correspondence adequately cover all other matters pertaining to this examination.

G. F. Jordan

Inspected by: R. H. Carstens
November 17, 1950


F.E. No. 7, 1949 (WD)
Reconnaissance hydrography in vicinity of
Winter Quarter Shoal
PARKER-BOWEN-STIRNI
G.R. Fish, Comdg.
June, 1949
scale 1/40,000
Clearance depths and areas
in brown ink
38°00'
58'
08'
06'
12'
75°10'
16
15
14
12

22 WAT

WRECK ITEM 254
(not found)

F. E. No. 7, 1949

Scale - 1:40,000

Note: Effective depths are omitted where the drag was on the bottom

16 TEA

14

38°00'

28
43
24
29
45
45
46
48
12
46
30
42
40
47
26
46
Wreckage
Cleared by 40 ft.
41
Wreckage
Cleared by 40 ft.
40
42
39
Wreck 603
On ship's boiler
(not cleared)
18
16
15
12
10
5½
15
25
"WQS"
12
Cleared by 14 ft.
37
crs br S
hrd
"6B"

58'

10

8

28 WAT

N"6C"
40
41
42
39
65
N"6WQS"
WHISTLE
(Occ W)
"6WQS"
WRECK NO. 255
Cleared by 40

12'
75° 10'
08'
06'

NAUTICAL CHARTS BRANCH

SURVEY NO. F.E.-No.7(1949) W.D.

Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
8/23/50	1220	F.F. Sleeman	Before ~~After~~ Verification and Review Completely applied.
5/17/51	1109	J.T. Richardson	" " " " "
			Before After Verification and Review
10/4/51	1220	S.G. McGann	~~Before~~ (After) Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review

M-2168-1

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart.
Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.